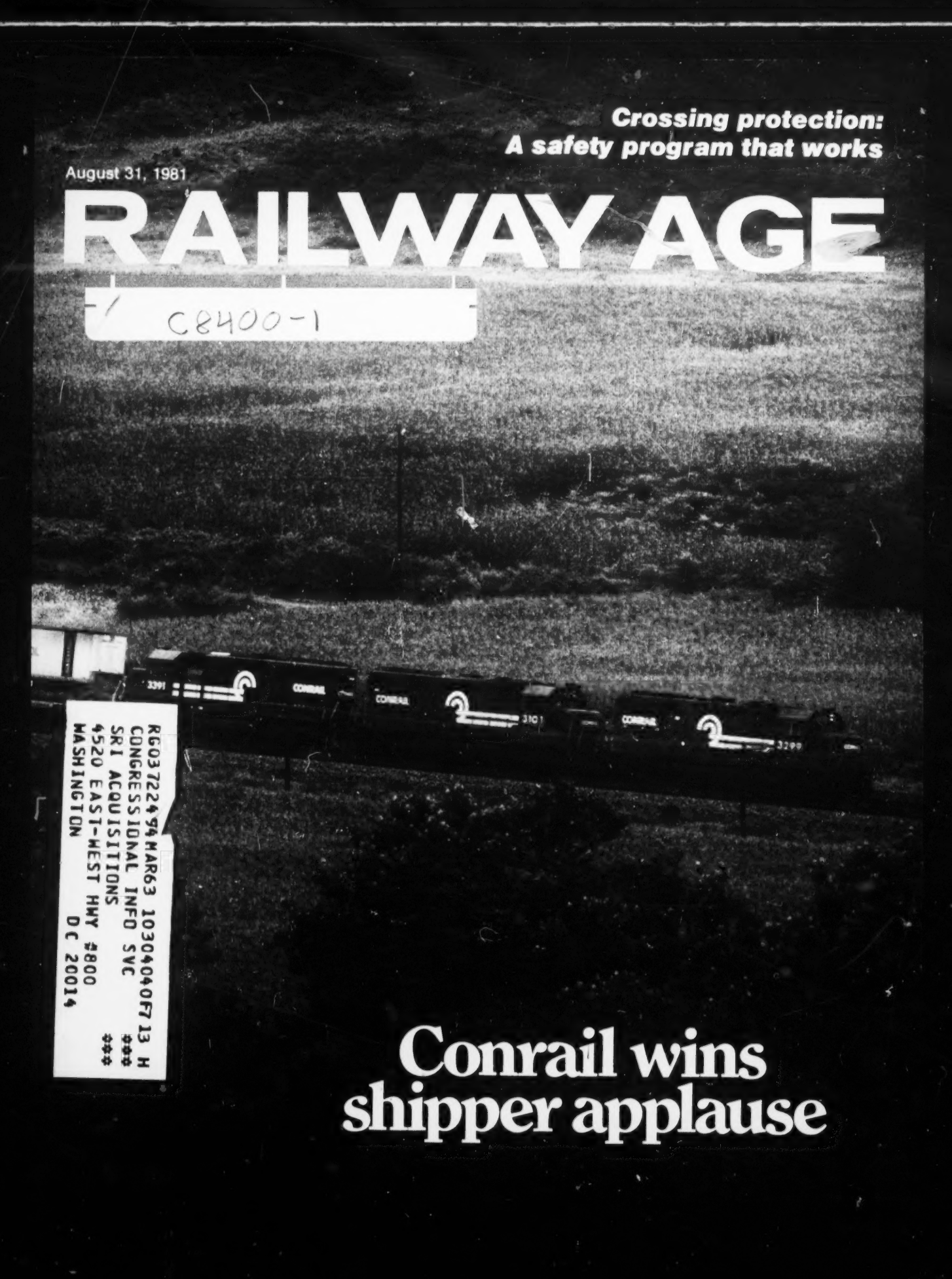
Crossing protection:
A safety program that works
August 31, 1981
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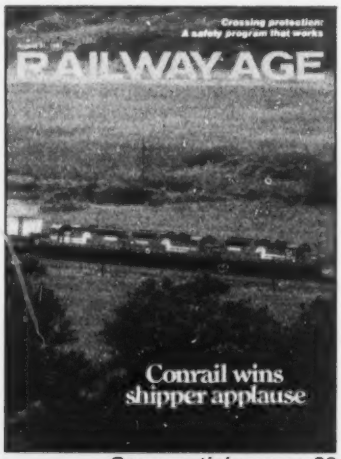
Conrail wins
shipper applause

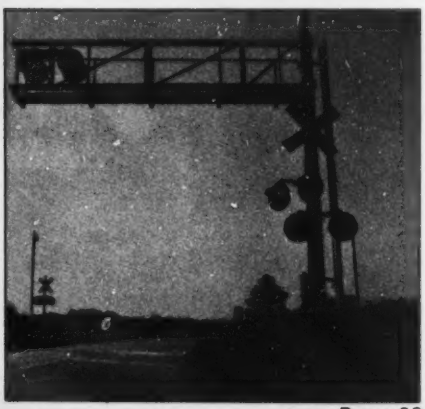
RAILWAY AGE

August 31, 1981

FEATURES



Cover article, page 22



Page 30

Page 38

18 IMPACK: Itel picks a proven performer
Identical to Santa Fe's Ten-Pack except for the paint scheme, Itel's intermodal car has passed squeeze tests and is now going onto the market—for sale, not lease.

22 Conrail wins shipper applause
CR "is absolutely working better as a system than ever before," says Ford Motor Co.'s Richard Haupt—an opinion echoed by most CR customers surveyed by *Railway Age*.

25 Industrial development: CR's goal is clusters of customers
Conrail has renamed and redirected its ID department (it's now regional development) as part of an effort to win strong new markets and weed out weak ones.

30 Crossing protection: A safety program that works
A wide-ranging—and so far dramatically effective—program has depended heavily on federally funded protection. But highway "block grants" could endanger the program.

36 Pavings: Safety is more than gates, lights, and bells
Several special crossing surfaces now available are designed to reduce maintenance as well as provide a smoother, safer ride for the motorist.

38 Guiding a short line from survival to success
After five years on subsidy, the Hillsdale County Railway (62 miles of ex-PC) is headed for profitability. A new on-line power plant should make the difference.

NEWS

4 Short and Significant
10 BN seeks coal talks with utilities
10 Something different for Mexico
12 Easier safety rules for small roads?
16 Japanese bullet trains for Amtrak?
45 BN increases coal revenues, tonnage
45 Conrail posts quarterly profit
49 The Railroad Market

COMMENT

3 Inside
12 Watching Washington
14 Lines on Labor

DEPARTMENTS

40 People in the News
40 Suppliers
42 Letters
46 100 Years Ago
47 Revenues & Expenses
49 Carloadings
50 Classified Advertising
50 Professional Cards
51 Guide to Advertisers

COVER: Conrail freight photographed by Roy H. Blanchard.

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A RAILWAY AGE SERVICE PAGE

REVENUES AND EXPENSES OF RAILWAYS

First quarter figures of calendar year 1981 (Revised)

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

		Operating revenues		Operating expenses														
						Way & structures			Equipment									
		Freight	Other	Total 1981	Total 1980	Total 1981	Total 1980	1981 Deprec.	Total 1981	Total 1980	1981 Deprec.	Total 1981	Total 1980	Operating ratio 1981	Operating ratio 1980	Income after fixed charges 1981	Income after fixed charges 1980	1981 Net Ry. operating income	Net income 1981	Net income 1980
Amtrak	3 mos.	–	274,221	274,221	256,477	21,922	16,492	938	80,941	81,737	15,290	305,276	265,311	111.32	103.44	(45,730)	(15,676)	(31,054)	(45,730)	(15,676)
Atchison, Topeka & Santa Fe	3 mos.	568,310	12,923	581,233	511,416	86,629	79,615	3,558	127,646	114,634	20,818	534,575	479,782	91.97	93.81	40,168	26,651	35,357	28,616	20,383
Baltimore & Ohio	3 mos.	243,364	8,177	251,541	232,134	37,060	32,404	1,752	57,849	57,941	7,482	234,216	216,901	93.11	93.43	16,250	11,876	13,322	11,653	8,469
Bessemer & Lake Erie	3 mos.	20,895	1,496	22,391	19,103	2,729	4,222	682	2,461	4,953	1,352	16,777	20,294	74.92	106.23	7,329	169	2,190	3,904	379
Boston & Maine	3 mos.	28,903	1,653	30,556	27,944	5,567	5,064	282	8,088	7,791	360	29,945	28,656	97.99	102.54	1,626	(128)	678	1,430	(2,727)
Burlington Northern	3 mos.	897,876	25,230	923,106	679,867	124,378	94,348	5,680	199,590	144,031	18,010	820,691	601,319	88.90	88.44	125,123	95,999	67,339	90,019	76,445
Chesapeake & Ohio	3 mos.	238,880	8,055	246,935	207,528	35,234	31,253	1,878	49,642	50,645	3,227	216,182	193,817	87.54	93.39	52,451	26,154	16,149	37,812	20,589
Chicago & North Western	3 mos.	236,750	23,072	259,822	214,039	45,209	37,415	1,123	62,199	54,881	4,285	245,490	210,083	94.48	98.15	10,302	1,922	15,718	10,266	1,885
Chicago, Milwaukee, St. Paul & Pac.	3 mos.	91,396	11,552	102,948	106,449	9,942	42,954	1,309	35,364	43,135	4,388	110,664	163,724	107.49	153.80	140,736	(38,486)	(8,341)	140,655*	(40,845)
Clinchfield	3 mos.	26,648	253	26,901	19,406	4,245	3,487	111	4,083	3,011	984	19,473	14,905	72.38	76.80	3	–	7,946	–	–
Colorado & Southern	3 mos.	37,109	493	37,602	29,599	6,102	4,605	65	7,836	7,355	712	31,410	26,891	83.53	90.85	12,689	7,321	4,217	10,714	8,679
Conrail	3 mos.	840,731	170,933	1,011,664	965,935	158,164	147,319	5,317	277,667	280,004	35,509	1,060,829	1,044,844	104.85	108.16	(58,305)	(79,867)	(48,337)	(57,491)	(79,019)
Delaware & Hudson	3 mos.	27,254	902	28,156	28,672	5,166	4,294	134	8,752	8,814	629	31,679	29,404	112.51	102.55	(4,983)	(1,600)	(3,417)	(4,983)	(1,600)
Denver & Rio Grande Western	3 mos.	76,800	1,379	80,179	68,803	13,326	11,431	621	12,284	11,419	3,400	67,538	59,809	84.23	86.92	11,987	7,758	7,625	6,939	5,164
Detroit, Toledo & Ironton	3 mos.	21,208	964	22,172	20,566	2,721	2,360	172	5,923	5,864	1,124	20,676	19,558	93.25	95.09	683	883	1,506	683	883
Duluth, Missabe & Iron Range	3 mos.	14,575	309	14,884	15,620	5,804	6,224	874	3,258	(141)	695	18,887	15,192	126.89	97.20	(3,321)	1,440	(2,772)	(1,608)	907
Elgin, Joliet & Eastern	3 mos.	18,054	11,558	29,612	31,258	2,989	3,375	193	2,960	5,110	1,820	22,877	26,237	77.25	83.93	8,385	7,154	2,991	4,641	3,874
Florida East Coast	3 mos.	25,323	578	25,901	22,886	6,795	4,791	234	3,686	3,476	1,182	22,549	17,505	87.05	76.48	4,221	6,181	2,185	3,054	3,795
Ft. Worth & Denver	3 mos.	42,016	872	42,888	31,297	6,706	4,542	83	9,072	6,932	136	32,858	24,199	76.61	77.32	10,181	7,070	6,456	6,607	4,452
Grand Trunk Western	3 mos.	52,609	3,060	55,669	53,413	5,979	5,338	423	11,457	13,779	1,499	53,443	52,393	96.00	98.09	1,452	1,609	3,624	2,850	1,609
Illinois Central Gulf	3 mos.	256,269	20,087	276,356	248,680	45,884	37,287	1,8[illegible]	73,640	65,027	7,341	266,037	235,598	96.26	94.73	9,904	6,400	8,416	7,443	5,455
Kansas City Southern	3 mos.	71,475	3,576	75,051	66,989	13,945	10,826	764	16,377	15,207	3,964	64,916	57,266	86.49	85.48	9,263	9,346	8,081	7,175	6,846
Long Island	3 mos.	5,293	82,247	87,540	84,426	19,641	17,604	825	22,485	19,410	1,340	100,426	89,353	114.72	105.83	(13,038)	(5,127)	(11,813)	(13,038)	(5,127)
Louisville & Nashville	3 mos.	305,154	5,874	311,028	263,757	46,691	41,306	1,529	70,485	67,038	10,370	282,491	253,649	90.82	96.16	22,607	6,554	27,084	19,776	6,084
Missouri-Kansas-Texas	3 mos.	65,808	3,522	69,330	49,860	9,854	6,340	244	20,858	15,009	903	62,740	47,037	90.49	94.33	4,184	1,244	7,248	4,684	1,744
Missouri Pacific	3 mos.	464,644	13,713	478,357	398,809	67,471	46,560	2,415	107,560	94,476	14,857	412,321	348,541	86.19	87.39	58,985	42,298	48,842	39,196	29,226
Norfolk & Western	3 mos.	430,699	14,329	445,028	367,142	57,606	48,120	3,417	74,990	73,072	13,655	325,637	296,365	73.17	80.72	135,597	78,080	63,687	78,636	48,383
Pittsburgh & Lake Erie	3 mos.	17,843	1,476	19,319	18,920	2,865	2,788	–	3,126	1,090	234	18,267	14,536	94.55	76.83	(721)	1,270	900	(878)	863
St. Louis Southwestern	3 mos.	89,476	1,565	91,041	68,056	15,399	8,986	548	15,212	9,227	6,196	79,710	56,564	87.55	83.11	9,692	10,039	8,321	6,682	7,494
Seaboard Coast Line	3 mos.	332,524	10,895	343,419	302,172	54,226	48,045	2,319	79,196	69,966	9,286	305,869	273,633	89.06	90.55	64,499	40,887	33,935	60,804	38,527
Soo Line	3 mos	77,852	1,612	79,464	80,175	10,844	10,062	374	14,734	15,924	2,004	62,155	63,404	78.21	79.08	17,851	16,771	10,789	11,090	10,987
Southern	3 mos.	427,510	9,945	437,455	400,985	58,023	64,394	4,524	80,027	73,619	19,253	343,650	325,395	78.55	81.14	91,553	74,757	62,667	59,107	51,214
Southern Pacific	3 mos.	529,264	16,025	545,289	497,426	79,205	62,623	4,887	135,874	132,429	21,675	539,109	502,299	98.86	100.97	3,683	(9,449)	6,420	3,750	(6,687)
Union Pacific	3 mos.	527,287	7,741	535,028	477,482	70,345	77,535	2,930	99,384	92,769	24,509	439,921	417,875	82.22	87.51	81,856	47,967	66,065	52,768	35,423
Western Maryland	3 mos.	21,489	990	22,479	19,545	4,557	4,052	193	1,990	3,381	1,573	19,630	18,813	87.32	96.25	2,896	1,028	1,588	1,626	545

* Includes real estate sales

Market

CARLOADINGS

Loadings of revenue freight in the week ended Aug. 8 totaled 428,936 cars, according to the Association of American Railroads. This was an increase of 786 cars, or 0.2%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended Aug. 8 are estimated at 17.9 billion, an increase of 2.2% above the corresponding week of 1980.

REVENUE FREIGHT CARLOADINGS

Commodity	Aug. 8 week	Aug. 1 week	July 25 week
Grain	25,009	22,922	21,277
Other farm products	3,230	3,176	3,097
Metallic ores	38,497	37,991	36,929
Coal	127,728	128,728	127,119
Crushed stone, gravel & sand	12,626	13,463	13,466
Nonmetallic minerals	13,986	14,226	14,497
Grain mill products	13,251	14,061	13,938
Food and Kindred products	14,545	15,378	15,251
Primary forest products	18,466	18,676	18,302
Lumber & wood products (except furniture)	7,314	8,459	8,243
Pulp, paper & allied products	18,576	19,434	19,058
Chemicals & allied products	24,333	24,403	24,717
Petroleum products	5,180	4,909	5,118
Stone, clay & glass products	14,130	14,189	13,866
Coke	6,070	5,899	6,220
Metals & products	13,951	15,415	14,791
Motor vehicles & equipment	10,774	12,824	13,328
Waste & scrap materials	10,964	10,402	10,941
Forwarder & shipper assn. traffic	9,631	9,697	9,325
All other carloads	40,480	41,672	40,681
LCL traffic	195	194	181
Total Cars Loaded	**428,936**	**438,118**	**430,345**
Cumulative total,	1981	1980	
32 weeks	**13,284,496**	**13,854,089**	
Estimated revenue ton-miles (billions), 32 weeks	**557.1**	**559.4**	

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended Aug. 1 totaled 32,451 cars (6.3% above the corresponding 1980 week) and 60,802 trailers or containers (up 9.4% from 1980). Cumulative volume for the first 31 weeks of 1981 is 1,002,312 cars (up 0.9% from 1980) and 1,809,346 trailers or containers, virtually no change from last year.

CANADIAN CARLOADINGS

Canadian railway revenue freight loaded in the seven-day period ended July 21 totaled 4.6 million tons (down 4.9% from 1980). Cars loaded totaled 64,033 (down 9.7% from 1980). Cumulative loadings for 1981 were up to 143.5 million tons (down 2.6% from 1980).

● *Egyptian Railroad Organization.*—Ordered an additional 51 diesel-electric locomotives from General Motors of Canada Ltd. at a cost of approximately $55 million. This follows a $100-million order for 92 similar locomotives placed earlier this year (*RA*, July 31, p. 55). To help finance the orders, the Export Development Corp. of Canada and the Canadian International Development Agency are lending $135.4 million to the Egyptian Railroad Organization.

● *CP Rail.*—Ordered 165 100-ton-capacity container flatcars from National Steel Car Corp. at a cost of approximately $9.75 million. The cars will be used primarily to carry import/export (ISO) containers (two 40-foot or four 20-foot units). In domestic service, they will be able to carry two 44-foot, 3-inch or three 29-foot containers.

● *Santa Fe.*—Placed orders with Sperry Univac for two large-scale computer systems valued at more than $18 million. The Sperry Univac 1100/84 and 1100/82 microprocessors will be installed at Topeka.

● *Swift Independent Packing Co.*—Has acquired 96 new 23,500-gallon-capacity tank cars from General American and Trinity Industries Leasing Co. under long-term lease.

● *Freight cars and locomotives.*—The following report has been received from the AAR and the ARCI:

DELIVERED

	June		May	Six months	
	1981	1980	1981	1981	1980
Built new by carbuilders	3,442	7,521	3,779	25,196	45,560
Built new in RR shops	339	381	364	2,180	2,779
Built new—total	3,781	7,902	4,143	27,376	48,339
Rebuilt	80	106	125	651	901
TOTAL DELIVERED	**3,861**	**8,008**	**4,268**	**28,027**	**49,240**
Locomotives (new and rebuilt)	108	178	67	433	1,033

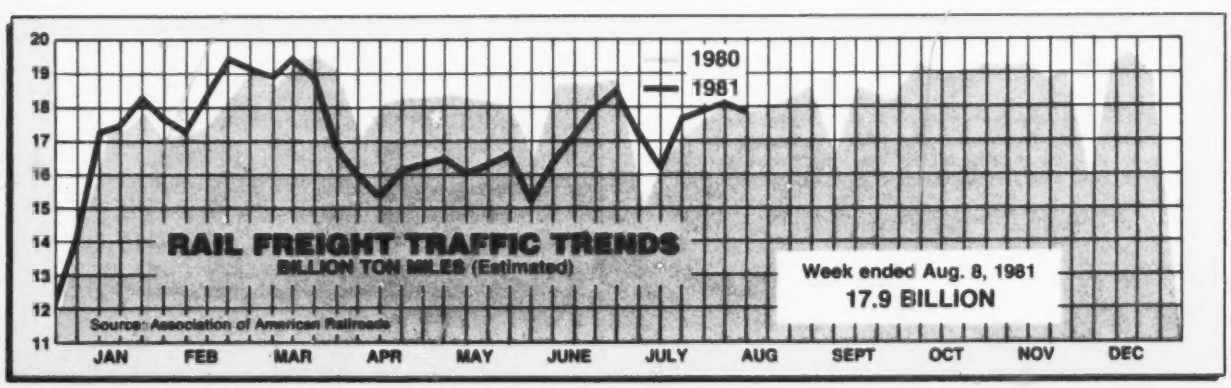
ORDERED

To be built new by carbuilders	927	3,144	1,791	10,218	22,408
To be built new in RR shops	228	0	0	253	2,877
To be built new—total	1,155	3,144	1,791	10,471	25,285
To be rebuilt	0	0	500	1,100	869
TOTAL ORDERED	**1,155**	**3,144**	**2,291**	**11,571**	**26,154**

ON ORDER AND UNDELIVERED

	July 1		June 1	Average backlog	
	1981	1980	1981	1981	1980
To be built new by carbuilders	29,744	71,701	32,900	37,007	90,908
To be built new in RR shops	2,577	6,350	2,688	3,325	5,752
To be built new—total	32,321	78,051	35,588	40,332	96,660
To be rebuilt	449	68	529	299	422
TOTAL ON ORDER	**32,770***	**78,119**	**36,117**	**40,631**	**97,082**
Locomotives (new and rebuilt)	196	787	287	372	1,086

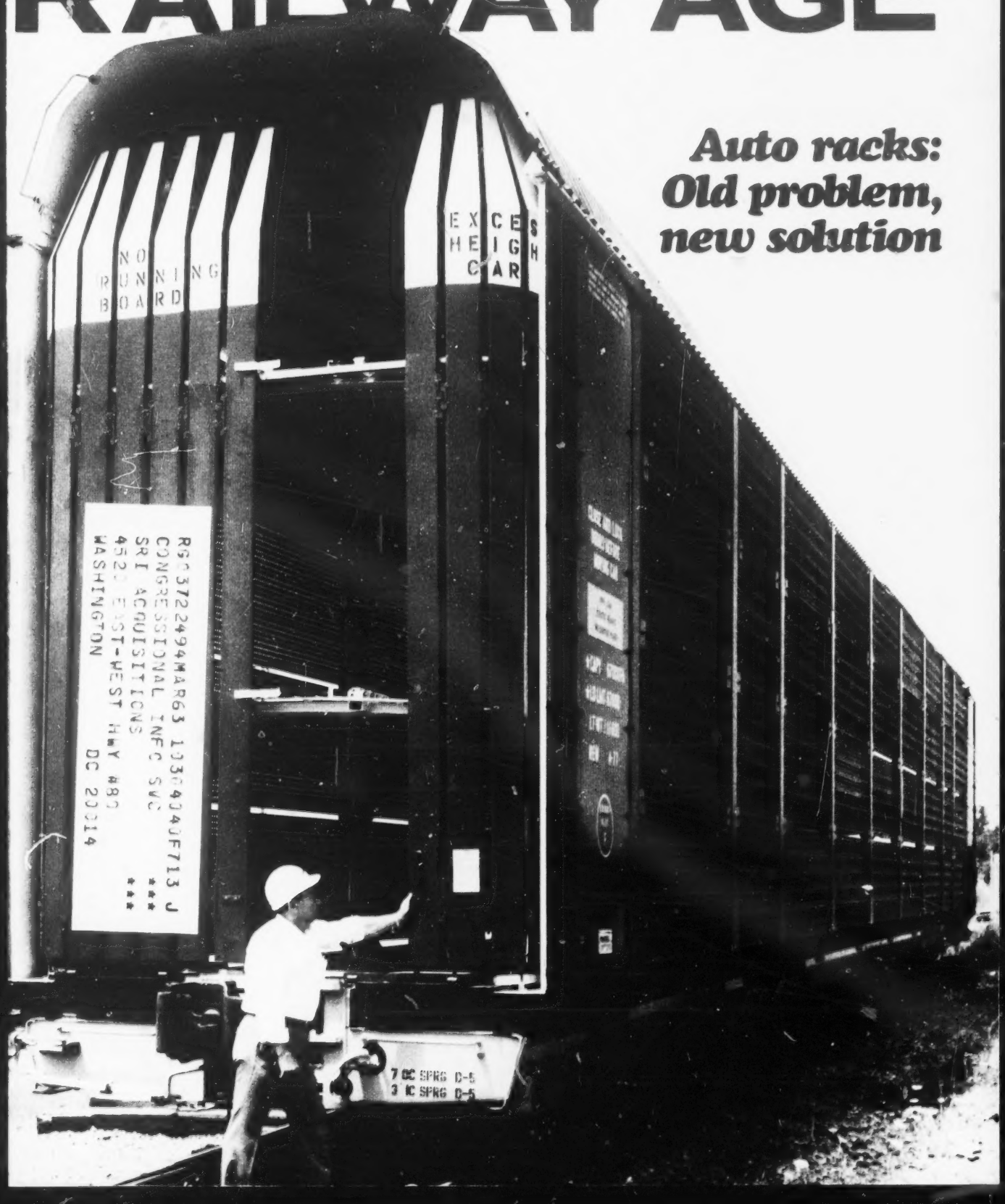
*Due to revisions and cancellations of some orders, the July 1, 1981, backlog has been reduced by 641 cars.



The uncommitted railroads: Wallflowers at the merger ball

September 14, 1981

RAILWAY AGE



Auto racks: Old problem, new solution

RAILWAY AGE

September 14, 1981

FEATURES

Cover article, page 26

26 Auto racks: Old problem, new solution
An end door made up of hinged vertical "slats" is exciting widespread interest. It's lightweight, easily repairable, and comes within the clearance diagram.

34 Wallflowers at the merger ball
More than a dozen railroads—big, small, and middle-sized—are still without partners. Some could play key roles in shaping the era of the giants.

40 Santa Fe's born-again road switchers
Conversion of high-horsepower diesels into an efficient road-switcher fleet is just one of many activities that have earned ATSF's Cleburne shops an A-1 reputation.

48 Utility helps ICG upgrade a coal line
Hoosier Energy is advancing Illinois Central Gulf $9 million toward rehabilitation of a line that will serve one of the utility's generating plants.

54 Meet the Kankakee, Beaverville & Southern
It's one of many short lines being forged from the rejected trackage of big roads—lines that could become important feeders for the Class I's.

Page 34

NEWS

6 Short & Significant
10 90% of Amtrak survives cuts
10 A happy birthday for BN grain trains
12 Chrysler unit wins corridor contract
14 "Southern Flyer" makes its bow
20 IECO to design 50-kV line
20 Chessie: Cheaper by the boxcarload
22 Local service grants go to 46 states
114 The Railroad Market

Page 40

COMMENT

5 Inside
20 Watching Washington
22 Lines on Labor

DEPARTMENTS

69 TTD Newsletter
86 People in the News
88 Suppliers
96 Transit
96 Industrial Traffic
100 Letters
100 100 Years Ago
106 Advertising Sales
107 Professional Cards
108 Classified Advertising
109 Guide to Advertisers
110 Products Report
114 Carloadings

Cover: Portec RAVE car by Lens-Art Photo.

Market

CARLOADINGS

Loadings of revenue freight in the week ended Aug. 22 totaled 438,519 cars, according to the Association of American Railroads. This was a decrease of 660 cars, or 0.2%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended Aug. 22 are estimated at 18.3 billion, an increase of 2.1% above the corresponding week of 1980.

REVENUE FREIGHT CARLOADINGS

Commodity	Aug. 22 week	Aug. 15 week
Grain	28,270	27,351
Other farm products	2,997	3,187
Metallic ores	36,813	38,411
Coal	129,908	130,619
Crushed stone, gravel & sand	12,549	12,530
Nonmetallic minerals	13,719	13,240
Grain mill products	13,539	14,132
Food & kindred products	15,629	15,054
Primary forest products	18,223	18,059
Lumber & wood products (except furniture)	7,307	7,180
Pulp, paper & allied products	19,280	18,725
Chemicals & allied products	25,324	25,087
Petroleum products	5,334	5,098
Stone, clay & glass products	13,525	13,489
Coke	6,424	6,537
Metals & products	14,134	14,010
Motor vehicles & equipment	13,267	12,693
Waste & scrap materials	11,788	11,587
Forwarder & shipper assn. traffic	9,503	9,292
All other carloads	40,783	40,662
LCL traffic	203	191
Total Cars Loaded	**438,519**	**437,134**
	1981	1980
Cumulative total, 34 weeks	**14,159,716**	**14,754,022**
Estimated revenue ton-miles (billions), 34 weeks	**593.6**	**594.8**

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended Aug. 15 totaled 33,308 cars (9.0% above the corresponding 1980 week) and 60,118 trailers or containers (up 7.9% from 1980). Cumulative volume for the first 33 weeks of 1981 is 1,067,748 (up 1.2% from 1980) and 1,928,490 trailers or containers (up 0.3% from 1980).

CANADIAN CARLOADINGS

Canadian railway revenue freight loaded in the seven-day period ended Aug. 7 totaled 4.3 million tons (down 5.4% from 1980). Cars loaded totaled 56,903 (down 11.1% from 1980). Cumulative loadings for 1981 were up to 154.4 million tons (down 2.8% from 1980).

● *American Refrigerator Transit.*—St. Louis Refrigerator Car will refurbish 100 mechanical refrigerator cars for ART, a wholly-owned subsidiary of Missouri Pacific. The program will cost about $2 million and is scheduled for completion by the end of 1981. Work will include rebuilding of diesel engines and replacement of all major refrigeration components, and is designed to extend the life of the cars by 10 years. When the program is completed, ART will have a fleet of 249 cars available for use by frozen-food shippers located on MP.

● *Missouri Pacific.*—Applied to the FRA for approval to install a traffic control system between Taylor, Tex., and San Antonio, 112.3 miles. The system will replace existing automatic block signals.

● *North American Car Corp.*—Is acquiring 225 100-ton covered hopper cars from FMC's Marine and Rail Equipment Division for lease to FMC's chemical group. FMC's Green River, Wyo., plant will use the cars for shipment of soda ash.

● *Toledo Terminal Railroad Co.*—Will rehabilitate 14.32 miles of track and grade crossings at a cost of $1,015,917. TTRC is contributing $203,183 to the project; the remaining $812,734 is coming from the Federal Railroad Administration via the Ohio Rail Transportation Authority.

● *Freight cars and locomotives.*—The following report has been received from the AAR and the ARCI:

DELIVERED

	July		June	Seven Months	
	1981	1980	1981	1981	1980
Built new by carbuilders	2,864	5,455	3,442	28,060	51,014
Built new in RR shops	119	435	339	2,299	3,214
Built new—total	2,983	5,890	3,781	30,359	54,228
Rebuilt	47	4	80	698	905
TOTAL DELIVERED	**3,030**	**5,894**	**3,861**	**31,057**	**55,133**
Locomotives (new and rebuilt)	32	167	108	465	1,200

ORDERED

To be built new by carbuilders	1,315	3,393	927	11,533	25,102
To be built new in RR shops	0	0	228	253	2,877
To be built new—total	1,315	3,393	1,155	11,786	27,979
To be rebuilt	0	0	0	1,100	869
TOTAL ORDERED	**1,315**	**3,393**	**1,155**	**12,886**	**28,848**

ON ORDER AND UNDELIVERED

	August 1		July 1	Average backlog	
	1981	1980	1981	1981	1980
To be built new by carbuilders	23,809	67,934	29,744	35,121	87,626
To be built new in RR shops	2,458	5,914	2,577	3,202	5,775
To be built new—total	26,267	73,848	32,321	38,323	93,401
To be rebuilt	402	64	449	313	371
TOTAL ON ORDER	**26,669***	**73,912**	**32,770**	**38,636**	**93,772**
Locomotives (new and rebuilt)	306	517	196	362	1,004

*Due to revisions and cancellations of some orders, the Aug. 1, 1981 backlog has been reduced by 4,386 cars.